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23<sup>rd</sup> September 2008

Ian Kemp  
Programme Officer  
Wiltshire County Council  
36 Campbell Street  
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Dear Sir

Reference No: 1240 Wiltshire County Council Waste Core Strategy Examination

There are some matters which we believe will help in addition to our previous written representation with reference to your letter of 8<sup>th</sup> September.

Matter 3 – Transport of Waste

There is an increasing demand for inert waste tipping from Swindon & North Wiltshire construction sites on the available tipping facilities in the Cotswold Water Park where various forms of land recovery both for leisure and agricultural land. The central section of Marsten Meysey in the county will have to be seriously considered because of the proximity of RAF Fairford and bird strike exclusion zone. Furthermore demand for tipping in this vicinity because of the closeness to local construction sites in Swindon, North Wilts including Chippenham. Inert fills demand should be linked to sand and gravel production where demand is in excess of 1 million tonnes per annum. There is a need for better highway maintenance of county roads in Chippenham – Malmesbury – Cricklade onto C124. The improvements within Swindon area gives good access to Marston Meysey sand and gravel sites.

Matter 5

This will depend on waste inert facilities in surrounding counties. Currently some Gloucestershire inerts come in to the Cotswold Water Park in Wiltshire.

Matter 9

1. There appears to be lack of understanding of the necessity to link mineral production and inert waste finning on new mineral site extraction. This is our experience on a new site in

the Marston Meysey sector. There seems no link between the mineral and waste department of Wiltshire.

2. There has been no experience of inert waste filling causing groundwater problems in the Ashton Keynes Western Sector of the Cotswold Water Park where land has been restored for reprofiling lakes and full land recovery for agriculture and car parks for leisure.

#### Session 2

Local county roads are needed for local and regional road transport movements of minerals and waste. No rail links are practical – varying sites and capacity and customers needing flexible just in time service.

#### Session 4

Inert filling for new sites to come on stream in new local plan identifies new areas of search required.

#### Session 7

Flooding, ditches, drains and water management requires better highway management with ditches and drains being maintained to assist flooding levels to be minimised.

I trust this will be helpful and either myself or a senior manager can assist further at Round Table Conferences. Please advise of any help we can give.

Yours sincerely

R.N.Cullimore